

CREDITED TO HAWAII

Increase of Shipping
On the Pacific.

THE REPORT FOR THE YEAR

Navigation Commissioner Chamberlain Shows Prosperity of the Nation.

Collector Stackable has received from Washington the following report of Commissioner of Navigation Chamberlain which says:

The past fiscal year has been the most prosperous period known to American shipping for years. Returns for the current fiscal year promise an even more satisfactory condition.

For the first time since the Civil War the documented tonnage of the United States exceeds 5,000,000 tons. On June 30, 1900, American documented tonnage comprised 2,333 vessels of 5,164,849 gross tons, an increase of 300,000 tons over the previous year. Our maximum tonnage was 5,539,812 tons in 1861. Our shipping, the report adds, in 1861 was larger than that of France and Germany and nearly equaled that of the British empire. American vessels are almost wholly confined to the coasting trade, which employed last year 4,388,145 tons, or more than the total tonnage of Germany and France. British shipping now amounts to 14,361,000 gross tons.

Our tonnage in the foreign trade was only 516,705 tons, and carried this year only 5 per cent of our exports and imports. A century ago American shipping registered for foreign trade was 63,921 tons, while this tonnage now in the thirteen original states amounts to 482,907 tons.

The report says that for serious competition with foreign nations in the ocean carrying trade we are practically restricted to ninety-seven registered steamships of over 1000 tons, aggregating 230,320 tons. Single steamship corporations own greater tonnage. Japan has eighty-three ocean steamships of over 2000 tons, aggregating 286,200 tons. Besides these steamships we have 125 registered registered sailing vessels of over 100 tons each for the deep sea trade. More than half of these are over 20 years old, and as such vessels disappear their places are not supplied by construction.

Our tonnage is distributed between the Atlantic and Gulf coasts, 2,727,892 gross tons; Great Lakes, 1,565,587 tons; Pacific Coast, including Hawaii, 612,904 tons; Mississippi and tributary rivers, 258,456 tons. The increase in our shipping during the decade was 740,312 tons, of which 54,512 tons was on the Pacific Coast, and was due mainly to Alaskan and Hawaiian trade. The effective carrying power of the world's merchant fleets has increased 60 per cent.

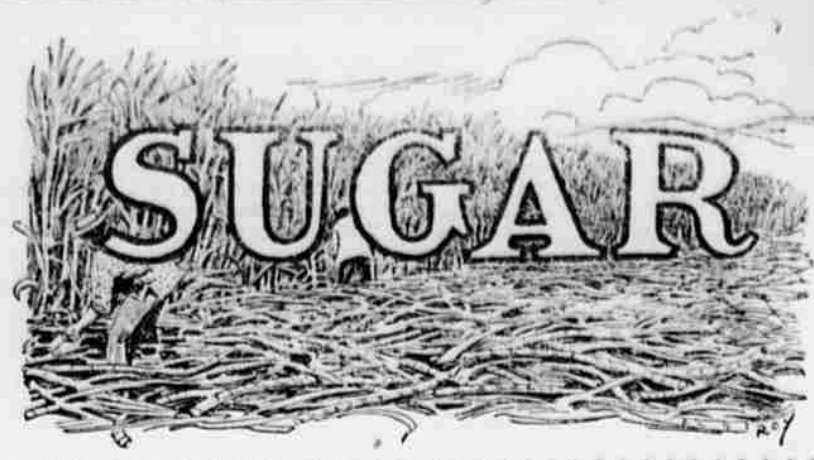
The most notable change in the world's shipping has been in the size of the steamships. In 1890 there were 1128 ocean steamships of 400 tons or over, while now 990 such steamships, aggregating 5,600,000 tons, constitute one-fourth of the world's steam tonnage. Increased speed, though great, has been less noteworthy. Concentration of the world's shipbuilding has been notable. The thirty principal steamship companies of the world own 1090 steamships, or one-fourth in tonnage and more than one-quarter in carrying power of the world's steam tonnage. It is estimated that during 1899 the gross earnings of steam and sailing vessels in the foreign carrying trade of all nations amounted to \$700,000,000. The export trade of the United States requires 20 per cent of the world's aggregate tonnage of the steamships.

The problem of ocean transportation at this time, the report says, is essentially one of transportation by steel-screw steamships. The purposes to which wooden fore and aft vessels and steel-screw vessels are adapted are important, but restricted. The Suez canal reduced opportunities for sailing vessels, and the Nicaragua canal, it is said, will further reduce them.

In the past ten years Great Britain has built 428 steel steamships of 5,637,000 tons, while the United States has built 45 steel steam vessels of 743,000 tons, of which 196, of 150,000 tons, were built on the Great Lakes. Our entire construction of the decade is about half of Great Britain's output of 1,240,000 tons during 1899. We have built for the foreign trade since 1890 only twenty-four steel steamships of 50,000 tons, and of this total eleven steamships of 38,000 tons were built as mail steamers under the postal subsidy. On August 25, 1900, sixty-eight merchant steel steam vessels, aggregating 278,000 tons, and forty-seven naval vessels of 13,000 tons (displacement), were building or contracted for. Contracts since that date bring the merchant total up to 350,000 tons, including about 100,000 tons on the lakes. Congress has authorized 178,800 tons (displacement) of naval vessels not yet contracted for. The current year will record much the largest amount of steel shipbuilding in our history. The report says the coasting law and the recent extensions of our heavy expenditures for naval construction and the building of vessels to replace those bought for transports and the postal subsidy law have given steel shipbuilding its recent stimulus.

Mr. Chamberlain reviews in some detail the bills reported to the Senate and House of Representatives known as the subsidy bills and gives illustrations of the differences in cost of building and operating American and British steamships at the present time. He says that the subsidies proposed generally equalize those differences. A freight steamship carrying 5000 tons of cargo now costs \$275,000 in the United States, compared with \$214,000 in Great Britain, though steel is much cheaper here than abroad. Besides labor cost, the British advantage lies in the enormous scale of production, Great Britain being the world's "department store" of shipping. Monthly wages on the American vessels are \$1250, against \$600 on the British ship.

Comparisons are made with foreign subsidies to fast steamships, which aggregate \$20,000,000 annually, and the report holds that the subsidies proposed for similar American steamships are not more than adequate to secure American ocean mail service to the great continents equivalent to those of Great Britain, Germany and France. In the past sixty years Great Britain and her colonies have spent over \$240,000,000 for British ocean mail steamships. On the basis of foreign voyages actually made by American vessels aggregating 808,000 gross tons during the year 1899, the report says the expenditures under the Senate subsidy bill would have been \$2,907,000, and under the House bill \$2,750,000. Details and estimates show that with the additional shipping eligible the



The latest sugar letter from Williams, Dimond & Co., to Messrs. F. A. Schaefer & Co., is dated Nov. 29, with changes in the San Francisco market, the prices of November 12 still prevailing. The letter is as follows:

We last addressed you 15th inst. per U. S. T. Sheridan.

SUGAR.—Since that date no changes have taken place in the local market nor for export to Honolulu, prices of Nov. 12th still prevailing.

HASIS.—No sales since last advice, making basis for 96 deg. Centrifugals in New York 4.50, San Francisco 3.90.

LONDON BEETS.—November 16th, 17th, 18th and 19th, 9s 5d.

DRY GRANULATED NEW YORK.—Unchanged.

EASTERN AND FOREIGN MARK.—According to latest mail advices from New York, the market there is steady and firm for RAW, but present figures are evidently unattractive to sellers. It is thought that the present firm appearance of the market may continue, perhaps for the remainder of the year, until supplies of new crop sugar from the West Indies become visible. REFINED sugar has slightly increased, influenced doubtless by the steadiness of the raw market, but quotations and conditions are unchanged, nearly all grades of softs being shaded and prices being guaranteed to arrive as before.

LONDON CABLE.—Nov. 15th, report Java No. 15 D. S. 12s; Fair Refining, 11s; November Beets 7s 7d; December Beets, 7s 7d. The market there is firm and rather dearer. In Cuba a continuance of favorable weather is reported and latest advices from LOUISIANA indicates that the long wintered for cooler weather, which is desired to stop the growth and ripen the cane, thereby causing a larger yield, has set in at several points, and should this become general, the estimates of the coming crop previously reported, may again have to be revised.

LATEST STATISTICAL POSITION.—Willett & Gray report Nov. 15, total stock United States four ports in all hands estimated Nov. 14th, 33,399 tons against 37,545 tons same time last year. Six principal ports of Cuba estimated Nov. 12th, 1200 tons against 1250 tons last year. Total stock in all principal countries by cable, Nov. 15th at latest uneven dates, 579,729 tons against 751,351 tons; deficiency under last year, 172,152 tons.

cost during the first year of the bill's operation would be about \$4,500,000. The maximum of \$9,000,000, it is said, probably would be attained during 1904-05, when a reduction of subsidy rates would be necessary. By that time the building of 600-600 tons of ocean steamships and the necessary increase in number and extent of our shipyards, the report declares, would have materially reduced the cost of shipbuilding in the United States, compared with Great Britain and Germany. Under the bill, in five years American steamships in foreign trade, it is stated, would double in number, and would be able to carry 1,200,000 tons and sailing vessels 650,000 tons, sufficient to carry about one-third of our ocean trade. Tonnage taxes were \$80,482. In view of our great expenditure for labor improvement and lighting the coast, the report declares there seems to be no reason why our tonnage taxes should be so much less than for corresponding charges.

WORLD'S NEWS CONDENSED

The San Francisco Board of Education have decided to inaugurate the system of semi-annual promotions in the Pioneer Square, Salt Lake City, will almost certainly be granted to the Los Angeles & Salt Lake Railroad for terminal facilities.

The Republicans have secured two more Senators, which will give them a majority of five on joint ballot in the Nebraska Legislature.

Lord Ashburton's sale of rare books at Sotheby's in London drew a crowd. One rare book dated 1670, sold for £40, and another for £115.

The San Francisco Gas and Electric Company may soon have strong competition. Claus Spreckels is planning to build a rival plant.

The black sand deposits on the beach of Ueck Bay, Vancouver Island, have yielded \$10,000 this season. Next season a clean-up of \$60,000 is looked for.

An audience given Bishop Burke of St. Joseph, Mo., the Pope said he hoped that God would grant his prayer for the prosperity of the United States.

The files of the controller of currency contain a long list of names of capitalists who want to get authority to establish national banks in the new possessions.

The Russian battleship Retevian, recently launched at the Cramps' shipyards in Philadelphia, is similar in some respects to the Maine, Missouri and Ohio.

A bone in whalebone was brought back from the Arctic by the whaling steamer Grampus. The bone is valued at \$125,000, and is the product of thirteen whales.

A Santa Cruz lad stole \$3,000 worth of jewelry from the family chest on November 12 and started out to have a gay time. He sold jewelry valued at \$2,500 for \$35.

The Paris Petit Journal declares the report to be quite correct that the secret of the new French cannon has been divulged.

A telegram dated Cripple Creek, Col. Nov. 13, states that ore to the value of \$100,000 a ton, was taken out of the Gold Bond Consolidated Mines Company of Gold Hill.

Label proceedings may be brought against Lord Durham. The Jockey Club has reached no decision, but racing has been suspended until it acquires the American jockeys.

At the fall meeting of the Yale corporation, it was voted that free tuition at the university should be given to five Filipinos of exceptional fitness and high character.

Miss Mary Daly, second daughter of late Marcus Daly, will marry Jas. W. Gerard, a young lawyer of New York city. Mary Daly is a beautiful and accomplished girl.

Russia has found a bandit republic in Manchuria.

President McKinley is said to have offered the directorship of the bureau of engraving and printing, to Frank P. Sargent, grand master of the Brotherhood of Locomotive Firemen.

A conspiracy to rob soldiers has been unearthed at the Presidio in California. Unscrupulous army clerks and merchants are fleeing the invalided men having pay coming to them.

San Francisco's new gas and electric street lamps consist of a bell-shaped globe of clear glass, unobstructed by any metal frame and surmounted with a porcelain dome of pure white.

John Hays Hammond, the mining expert, recently of Pretoria, has gone to Cripple Creek to investigate the Stratton Independence mine, which was sold to English investors for \$15,000,000.

The New York board of police commissioners, November 19, ordered charges preferred against Inspector Adam A. Cross and Captain John B. Herlin, and practically turned them over to the mercy of their accusers.

The censorship of Manila was removed November 15. General MacArthur, however, has issued directions to the cable companies ordering them to furnish him with a copy of all press dispatches.

As a result of the recent devastation of Port Limon, Costa Rica, by fire, President Yglesias has issued a decree by which all fire insurance companies are prohibited from doing business in Costa Rica.

The bark Gayhead had a disastrous voyage to the north. Deaths from scurvy caused an exodus of frightened sailors, and those who remained on board were discharged with a single dollar each.

The New York Stock Exchange sent of the late Charles C. Goff was sold on the 14th instant for \$45,500, a new record, and a rise of \$11,500, since last month. After the sale \$47,500 was offered for it.

There is a movement on foot in the States to establish an American national gallery. The President is in favor of it.

The jewels seized in New York and believed to be the Maximilian jewels, are the property of Mrs. Peter Gay of the City of Mexico. Their value is \$600, and not \$50,000, as appraised by the smugglers.

A telegram from Rome, November 15, says: A rumor is current in Rome that the illness of the Czar is due to poisoning. It also states the intention was to poison the Empress also, but she was not affected.

The famous marble palace built on Fifth avenue, New York, by the late A. T. Stewart, will be torn down. No other structure will be built. The land will be held for speculative purposes.

More than \$20,000,000 in gold dust and bullion came out of Alaska, British Columbia, Northwest Territory, Washington, Idaho and Oregon, between January 1 and October 24 of this year. Alaska Indians are in dire straits.

Hundreds along the Yukon are dying of consumption. So many were ill last summer that they were unable to dry fish enough to last the tribes through the winter.

Thirty-two bodies of victims of the Monticello disaster have been recovered and identified. The Monticello's miscellaneous cargo, which washed ashore for miles, is being held by finders for exorbitant salvage.

The Paris Petit Journal contends that army secrets are now at the mercy of international spies, owing to changes made by the Marquis Gallifet in the Ministry of War, and placing the information bureau under the detective department.

Sir Michael Hicks-Beach, chancellor of the exchequer, in speaking said that the wealth of the Transvaal would have to bear part of the South African expenses. It is understood the Government has already borrowed £8,000,000 from the Bank of England.

The Indiana counties of Lake, Porter, Stark and Laporte may within the next year or two become permanent trekking grounds of many Transvaal and Free States. Invitation has been extended them and agents may be sent on to arrange for colonization.

VILLAGE BLACKSMITH SAVED HIS LITTLE SON'S LIFE.

Mr. H. H. Black, the well known village blacksmith at Grahamsville, Sullivan county, N. Y., says: "Our little son, five years old, has always been subject to croup, and so had have the attacks been that we have feared many times that he would die. We have had the doctor, and used many medicines, but Chamberlain's Cough Remedy is now our sole reliance. It seems to dissolve the tough mucus and by giving frequent doses when the croupy symptoms appear we have found that the dreaded croup is cured before it gets settled. There is no danger in giving this remedy, for it contains no opium or other injurious drugs, and may be given as confidently to a babe as to an adult. For sale by all dealers and druggists. Benson, N.Y., supplies it."

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Capital of the Company and reserve, reinsurance	8,850,000
Capital their reinsurance companies	35,000,000
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